

OLD 69TH AIDS IN THWARTING GERMAN DRIVE

March Reveals New Yorkers Fought East of Rheims Under Gouraud.

UPTON MEN AT LUNEVILLE

Seven U. S. Divisions, 270,000 Strong, in Present Offensive — Negroes in Action.

Special Despatch to The Sun.
WASHINGTON, July 20.—Information based on the latest despatches from Gen. Pershing and given out to-day by the War Department revealed that in the great battle now proceeding seven complete American divisions are engaged on the whole line of battle east and west of Rheims and that participating in the allied counter offensive are six divisions and a negro regiment belonging to a seventh.
American forces now engaged on the front of the offensive number about 270,000 men, the largest number of American troops ever engaged in battle in the country's history.
Of this number about 162,000 are combat troops. The rest is made up of the medical units and quartermaster and supply trains belonging to each regiment and division. The number of men in the line is less than one-quarter of the American troops in France, Gen. March stating to-day that the number there or on the way was more than 1,200,000.

Old 69th in Action.

It also was made known by Gen. March that the old Sixty-ninth New York has been used in thwarting the German drive against Rheims and that the Camp Upton draft men are holding a part of the Luneville sector.
Increasing resistance by the Germans in an endeavor to stop the allied offensive, which has already placed their entire Marne salient in the gravest danger, was preparing to make a dark attack northwest of Soissons. There are indications that the Allies were prepared for any such contingency, however.

All the reports received here to-day went to show that the struggle was rapidly developing into the greatest of the war and that the stroke of Gen. Foch not only has entirely frustrated the Ludendorff plan of applying the German tank to Rheims but had placed at least half of the German divisions engaged in the last German offensive in great peril. These are his divisions in the Marne salient, where communications may be cut at any minute.

Much light on the tactics of both the Germans and the Allies was thrown to-day by Gen. March, Chief of Staff, in his weekly interview with the correspondents.
The object of the entire German attack this time, said Gen. March, was not a strategic object like an advance on Paris or the Channel ports but was an attempt to squeeze Rheims and force its surrender. But Rheims, Gen. March disclosed, had been well organized for just such an attempt, even to the extent of house to house defenses, and hence the Germans had failed.

Railroads Immediate Objective.

Having brought the Germans to a standstill along the line east of Chateau Thierry, Gen. March explained, the Allies under Gen. Foch had struck along the western side of the Marne salient the immediate objective of the counter offensive being the railroads supplying the German forces along the Marne. One of these railroads runs south from Soissons to Chateau Thierry, and this the Allies have practically reached and cut.

The other line runs northeast from the Marne and is the only one through which the Germans now apparently have any chance of escaping. Rather than launch the allied offensive along the Marne, which would have driven the Germans back along their railroads, Gen. Foch struck from the side to cut the German lines in the rear and prevent their retreat.

The Germans in their offensive west of Rheims on a front of twenty-three miles advanced from four to five miles. The French and Americans on a front of twenty-two miles in the allied counter offensive had up to to-day reached an extreme penetration of ten miles, with an average of seven miles, Gen. March said.

Engaged in the fighting, Gen. March disclosed, were the First, Second, Third and Fourth Divisions of Regulars, commanded by Major-Gen. Bullard, Bundy, Pickens and Towner; the Twenty-sixth Division of New England National Guard troops, commanded by Major-Gen. Clarence Edwards; and the Twenty-eighth Division of Pennsylvania troops, commanded by Major-Gen. Mulr. A negro regiment belonging to the Ninety-third Division is with these troops. These troops are in the allied counter offensive from Soissons down to and around the Marne. The other division engaged in the present battle is the Rainbow Division of French troops. This division, it was disclosed, had been in the battle east of Rheims.

Reputed For East of Rheims.

Three American forces comprise troops from all three of the newly formed American army corps. They are not, however, operating as a corps themselves, but are under French corps commanders.

From Gen. March's statement to-day it was disclosed that the Rainbow Division, which includes the old Sixty-ninth New York, had been among the troops under Gen. Gouraud against which the German waves east of Rheims beat without avail. It was also made known by Gen. March for the first time that the Seventy-seventh Division, the Camp Upton men of the drafted army, are holding the line in the Luneville sector. The New Yorkers are acting as a complete division under their own commander.

They took their position in the trenches in front of Luneville almost immediately after landing in France. The National Guard troops are now in the British training sector. One unit of this division went over the top with the Canadians in their successful assault on Vimy, in the Champagne sector.

In his statement Gen. March said: "Last Monday, the 15th, the Germans began an attack which covered a sixty mile front, one of the heaviest and the very hilly ground between Chateau Thierry and Rheims, the other half the plain of the Champagne between Rheims and the forest of Argonne."

"In the Champagne position, which was held largely by French troops with the assistance of one American division and a regiment of United States colored troops, was penetrated only a short distance at a few points. The Champagne district is under the command of Gen. Gouraud of the French army."

"Gouraud is one of the most striking

personalities in France among the army commanders. He is a man about 50 years of age, as he seemed to me, direct and soldierly. He has been in action all over the world and has on his sleeve five battle stripes, wound chevrons, which means that he has been wounded five times.

"Several of the wounds were of such a character that he was absolutely shot up," he has lost one arm, and a member of less determination and force could never have survived. The French call him 'Tres soldat,' every inch a soldier. He is a man of such determination and force that in any German drive against his troops his men will be inspired by his presence to die where they are."

"Along the Marne between Chateau Thierry and Rheims the Germans made an advance of from four to five miles on a twenty-three mile front. The terrain at that point is very difficult, wooded hills rising to a height of from 400 to 500 feet perhaps. This general movement has been brought to a standstill. The object of the entire German attack was not a strategic object like an advance on Paris or an advance on the English ports."

It plainly had for its objective simply the applying of the Ludendorff process on the city of Rheims. If it were possible for them to come in there and squeeze Rheims they could force a surrender in the Marne salient, however, as has been shown, is very well organized for defense. Without going into details it is organized for house to house defense and has been the reason why the Germans have not been able to get in.

Maximum Penetration Ten Miles.

"As soon as the German advance along the line of the Marne east of Chateau Thierry had been brought to a standstill Foch struck hard along the western side of the salient. The front over which we have gone forward is twenty-two miles, and the maximum penetration so far reported officially has been to a depth of ten miles. At other points there has been a penetration of seven miles, so that we have gone forward seven miles on a twenty-two mile front. This is the official statement of how far we have gone."

"The last indication we had in the official reports was that the fighting was still in progress, and the official reports also indicate the capture of guns and prisoners in very heavy amounts."

"In this advance and opposing the advance of the Germans there are seven American divisions and one regiment of colored troops."

"The press has carried during the past few days statements about the number of troops we have continued to send over. The fact of the matter is that we have passed the 200,000 mark on the second million. We have more than 1,200,000 embarked or over."

"Our reports do not indicate that Soissons has fallen. It is of course under artillery fire. Our troops have come up to the point where they are so close to it that the town must be heavily bombarded, but it is perfectly evident that the Germans have thrown into the defense of that line a large number of reserves which did not accompany them during the original attack along the Marne, and fighting is going on very heavily at that point."

Casualties Not Yet Known.

"The American divisions which are on the front of the large offensive are the First, Second, Third, Fourth, Twenty-sixth and Twenty-eighth divisions. The colored regiment belongs to the Ninety-third Division. The other division in line is the Forty-second. In the immediate path of the German attack and our counter offensive are the seven divisions I have indicated. These divisions are not operating as a corps, but are used wherever it is necessary for us to use them."

"We have nothing to indicate how costly our casualty lists are. No reports on casualties have come in and we do not know yet what it will cost us. I can give no information as to the number of prisoners because the only reports we have refer to prisoners which were captured by French corps in which American divisions were operating, and no disavowal was made in the reports, but as far as I can judge they followed quite closely the newspaper accounts."

"Taking the salient as it stands, one

of the prime reasons for making this advance is the position of the railroads. Chateau Thierry is connected with Chateau Thierry by railroad, and it is assumed that the Germans get part of their supplies at Chateau Thierry from that railroad, and of course that has an important bearing on how long those troops can stay there."

"If the Germans have to withdraw they have practically only one line through which they can get out, so Foch is hammering on this side, the western, which is very much better than massing a great number of troops on the nose of the salient and hammering there, which would only drive them back in the direction of the railroads."

40-MISSING AFTER WRECK OF SAN DIEGO

Continued from First Page.

marines either now or recently. Mines are not an innovation of German warfare and it is quite possible that some schooner captured during the submarine raid in May may be doing duty as a mine layer with a crew supplied from the raiding submarines. It was remembered yesterday that the crews of several schooners listed as destroyed by the submarines reported when they came ashore that they had not seen their vessels go down.

The fact that so many mines were found in the area disposed of by the last submarines known to have been here. They would inevitably have become separated in the time that has elapsed.

Torpedo Not U-Boat Seen.

The navy yesterday offered the following argument against the theory that the San Diego was torpedoed:
No torpedo was seen.

There is no convincing evidence that a periscope was seen.
No submarine appeared, in spite of the fact that three unarmed rescue ships were in the vicinity for about two hours.

The weather was fine and there was a smooth sea. The submarine must have disclosed herself if present.
And added to these arguments is the fact that the sea is not over fifty feet deep anywhere within three miles of where the cruiser went down. Any underwater boat capable of crossing the ocean from Germany could not possibly operate against a warship in water so shallow.

The reason why the navy was unable to tell the exact number of men aboard the San Diego when she was lost was because one important list of those on board is in the mails. It was made up just before the vessel left Portsmouth, N. H., on her way to New York, and was a duplicate of the one lost with her when she went down. It was mailed to Washington the day the ship left Portsmouth, but has not yet been received. When it reaches Washington it will have to be compared with lists already there and another copy mailed to Washington from this city yesterday.

Navy Department's Report.

Rear Admiral Palmer, acting Secretary of the Navy, gave out the following last night in Washington:
"Full particulars regarding the sinking of the U. S. S. San Diego show that the explosion took place on the port side just aft of the forward port engine room bulkhead. The feed tank and circulating pump were blown in and the port engine was wrecked. Full speed ahead was maintained until it was stopped by water rising in the engine room. Machinery Mate Hawthorne, who was at the throttle in the port engine room, was blown four feet under the engine room deck. He got up, closed the throttle on the engine, which had already stopped, and then escaped up the engine room ladder. Lieut. Miller, on watch

in the starboard engine room, closed the water tight door to the engine room and gave the necessary instructions to the fire room to protect the boilers."

"The ship listed to port heavily so that water entered the gun ports on the gun deck. The vessel listed eight degrees quickly, then gradually listed, the speed increasing until thirty-five degrees was reached. At this time the port quarter deck was three feet under water. The ship then rapidly turned turtle and sank. Capt. Christy went from the bridge down two ladders to the boat deck, slid down a line to the armor belt, then dropped down four feet to the bilge keel and thence to the docking keel, which at that time was eight feet above water. From there he jumped into the water. The ship was about five minutes in turning over after she reached thirty-five degrees heel."

No-Torpedo Seen by Crew.

"No wake of a torpedo was seen. The first thing Capt. Christy noticed was while standing on the wheelhouse eight feet above the forward bridge he felt and heard a dull explosion. He immediately sounded submarine defense quarters and the general alarm."

"Everything went quietly and according to drill schedule. The captain rang full speed ahead and sent an officer to investigate the damage. At the time he thought the ship would not sink. The motor sailors were ordered rigged out, but not to be lowered until further orders."

"At the submarine defense call the men went quietly to their stations and manned the guns. They stood by the port guns until they were awash and by the starboard guns until the list of the ship pointed them up into the air. When it seemed obvious that the vessel would capsize the order was given to abandon ship, except the port gun crew, which were to remain at their stations as long as the guns would bear. Boats were ordered lowered and two pontoons were launched. The life rafts were launched and the lumber piled on deck was loosed and set adrift. Fifty mess tables and a hundred kapok mattresses were thrown overboard. Abandon ship was complete before the vessel began to capsize."

Men Sing as They Go Over.

"Perfect order was preserved, the men cheering. When on the rafts they sang 'The Star Spangled Banner' and 'My Country, 'Tis of Thee,' cheered for the captain, the executive officers and the ship and cheered when the United States ensign was hoisted on the sailboat."

"Two dingies with six officers and twenty men pulled to shore and arrived safely at 1:30 P. M. The steamship Malden came to sight and picked up 370 officers and men. The steamship Boston reached the scene twenty minutes later and picked up 708 officers and men. The steamship S. P. Jones came up and took aboard seventy-eight men. These three steamships searched the entire vicinity for survivors until 3 P. M. A fourth steamship came up later, but so far as known did not pick up any survivors. The three steamships took the survivors to New York, where they were taken on board a United States ship, on which every provision had been made for their reception. They were given food and clothing. American Red Cross representatives were on hand when the men arrived, and distributed 1,500 blankets, comfort kits, sweaters, socks, pajamas and watch caps. Army embarkation officers assisted in every way in transferring the men from the steamships."

There was no wireless call sent out from the torpedoed cruiser, the explosion tearing down her aerials.
Capt. James F. Brewer, master of the steamship Boston, the first to reach the scene, said the first he knew of the sinking was when his watch officer reported seeing some distance ahead what appeared to be a chain of floating buoys, spread out like the support to monster fishing net. Although unarmed, Capt. Brewer at once altered the course of his ship, suspecting that some disaster had occurred. His suspicion was verified, he steered almost into the middle of the floating men, who greeted his arrival with cheers.

"They looked like a big crowd of

swimmers at Coney Island on a summer afternoon," said the Captain.
The Malden arrived only a few minutes before and the F. P. Jones came a few minutes later. In less than a half hour all those in the water were picked up. The three vessels, steering as close inshore as safety would permit, made for New York, arriving in the night. The men were taken ashore at the army docks, where they were met by Red Cross representatives with food and clothing. Most of the survivors were clad only in their underclothing, having shed their outer garments while in the water."

"As we were coming in we passed a Government vessel, which signalled: 'Who are you?'
'One of the sailors yelled: Tell 'em it's a Sunday school picnic.'"

DANIELS BLAMES MINE.

Says Sinking of San Diego Will Not Check Transport of Soldiers.

NORFOLK, July 20.—Secretary Daniels said here to-night that he believed a mine and not a torpedo was responsible for the sinking of the cruiser San Diego. He added that the sinking of the vessel, aside from the loss of life, is of no significance from a military standpoint.

"The presence of German submarines on this side of the Atlantic," said Mr. Daniels, "is a grave menace of a menace of course, but they will not avail in stopping our transports going overseas with soldiers, and more soldiers, as fast as we can send them. Notwithstanding the great precautions we have taken to protect our transports, supply ships and men, I still consider it marvelous that we have succeeded in getting more than a million troops over the sea without the loss of a life or a ship."

"It is true that we have lost about 500 men on return voyages of transports, and that is deeply regrettable, but we have still been marvelously fortunate. Every time a transport fleet and its convoys leave our shores, knowing that it must run the gauntlet of the U-boat menace in the war zone, I am fearful for its safety."

Jewish Mission Arrives Safe.

Col. Harry Cutler, chairman of the Jewish Welfare Board, announced yesterday the safe arrival in France of a special mission sent to direct relief work, which consists of Congressmen Isaac Siegel, Rabbi H. G. Enelow, Rabbi Jacob Kohn and John Goldfarb, secretary. The commission will co-operate with the Y. M. C. A. and the Knights of Columbus.

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BRITISH SEAPLANES HIT ZEPPELIN SHEDS

Bombing Machines, Launched From Warships, Attack Schleswig Hangars.

LONDON, July 20.—British seaplanes launched from naval vessels near the coast of Germany have dropped bombs on Teuton airship sheds at Tondern, in Schleswig, destroying two sheds and possibly a third building, the British Admiralty announced to-night. The statement says:

A detachment of the grand fleet operating off the Jutland coast on the morning of Friday, July 19, has returned to the base, having carried out a bombing attack on the Zeppelin sheds at Tondern, Schleswig, by royal air force machines despatched from the vessels.

In the first flight, which was made in the early morning, all the machines reached their objective and made direct hits on a large double shed, which was destroyed, the conflagration rising to 1,000 feet.

Second Attack Is Made.

A second flight followed the first, all our machines but one reaching their objective. A large shed was observed to have a hole of considerable dimensions in the roof, from which a volume of smoke was being emitted. A second shed was bombed and direct hits were made. But owing to the smoke of the first shed it was not possible to observe whether the destruction of the second shed was complete.

The attacks were made from a height of 700 to 1,000 feet. Four of our machines failed to return and information has been received that three of these machines landed in Danish territory. All the ships returned without any casualties.

Manheim Works Bombed.

British bombing squadrons again have invaded Germany and have gone beyond the Rhine. An announcement from the Air Ministry says that bombs were dropped on the Benz Works at Mannheim, on the railway station at Heidelberg, on blast furnaces in the Saar district and on a powder factory at Oberndorf, the latter having been bombed to-day. A fire resulted at the Benz Works. Railway trains also were attacked.

The official report on aerial operations to-night says:

Early on July 19 several long reconnaissance missions were carried out by us and many photographs were taken of the enemy's back areas. Work with the artillery and bombing was continued throughout the day.

Over seventeen tons of bombs were dropped on hostile ammunition dumps, railway stations and airfields. In one of the raids on a hostile airfield the machines dropped their bombs from between 100 and 500 feet. One pilot landed on the airfield and swept the hangars with his machine gun before rising again.

Ten hostile machines and six balloons were brought down. Seven of our machines are missing.

After dark, although there was a strong west wind blowing and low clouds continually drifting up, our machines dropped fourteen tons of bombs on the railways between Mons and Valenciennes and on the stations at Cambrai, Lille and Soest, a direct hit being obtained on a train at the last named place. All our machines returned.



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The Weber Small Grand is the ideal solution for those who want a piano of full, "Grand" tone that will blend with and enhance any artistic interior.

Weber Pianos are distinguished by a tone of lingering purity and rich, distinctive "mezzo" sweetness, by evenness of action, and by a marvelous responsiveness to the touch (a feature that has been especially noted and praised by the world's greatest musicians).

The instrument illustrated is five feet in length, and is, both in tone and appearance, as fine as perfect materials and expert workmanship can make it.

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